

November 6, 1937

DEPARTMENT OF COMMERCE
WASHINGTON

CIVIL AIR REGULATIONS

The following regulations, ^{effective Nov. 15,} governing operations of scheduled airlines at Washington Airport were announced today by Secretary of Commerce Roper:

AMENDMENT NO. 1.

Pursuant to the authority contained in the Air Commerce Act of 1926 (44 Stat. 568) as amended, and as further amended by the Act of June 19, 1934 (48 Stat. 1113), and the Act of June 19, 1934 (48 Stat. 1116), the sub-paragraph added at the end of Section 2 of Chapter 3 of Aeronautics Bulletin No. 7-E, by Amendment No. 15 of September 3, 1937, is hereby amended to read as follows:

(A) Washington Airport, South Washington, Va. Landings and take-offs at the Washington Airport, South Washington, Virginia, by airline aircraft engaged in scheduled operations shall be subject to the following restrictions in addition to those otherwise imposed:

1. Boeing 247-D aircraft --

(a) No take-off on the WNW-ESE (short) runway shall be made --

(1) If the wind velocity is less than 15 m.p.h.

(2) If the wind angle in relation to the center line of the runway exceeds 15 degrees, or

(3) If the wind is "gusty plus" according to the current official weather report.

2. Douglas DC-2, DC-3, and DST series aircraft --

(a) No landing or take-off shall be made on the short runway during the hours of darkness.

- (b) In the case of the Douglas DC-2 series of aircraft no take-off shall be made on the short runway if the gross load of such aircraft exceeds 17,000 lbs.
- (c) In the case of the Douglas DC-3 and DST series of aircraft no take-off shall be made on the short runway if the gross load of such aircraft exceeds 22,000 lbs.
- (d) No landing or take-off by such aircraft shall be made on the short runway --
 - (1) If the wind velocity is less than 15 m.p.h.
 - (2) If the wind angle in relation to the center line of the runway exceeds 15 degrees, or
 - (3) If the wind is "gusty plus" according to the current official weather report.
- (e) No landing or take-off shall be made by any such aircraft on the NNW-SSE (long) runway if the cross wind velocity component relative to such runway exceeds 15 m.p.h.

As used in this sub-paragraph the term "runway" includes the usable part of the field adjoining the actual runway if the effective length of such part is equal to that of the actual runway.

The direction or velocity of wind for the purposes of this sub-paragraph is that shown by devices in the control tower at the Airport.